**Wagon shortages for salt producers in A.P.**

605. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether wagon shortages lead to hardship for salt producers in Srikakulam in Andhra Pradesh; and

(b) if so, the steps taken to send wagons to the district to help the salt producers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. However, no demand has been offered in rake loads. Also it is not possible to accept demand in piecemeal due to operational constraints.

(b) Does not arise.

**Appointment on Compassionate Grounds**

606. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a case of appointment on compassionate grounds of a candidate whose father died in harness while working as employees in Northern Railway SPA/AZM, Tanakpur on 11th April, 1976, is pending since long;

(b) whether a number of letters were weritten to the Minister by M.Ps. but no reply was sent; and

(c) whether any action is being taken to settle the case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTRY OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) One late Shri Gulam Sabir expired on 11.4.1976 while serving as Senior Pump Attendant, Tanakpur, North Eastern Railway (Not Northern Railway, as referred to in the Question). No case of compassionate appointment of the son of deceased is pending.

(b) and (c) A reference from an Hon'ble member of Parliament to Minister of Railways was received and the facts had been called for from the concerned Railway Administration. It has, now, transpired that the request for the appointment on compassionate grounds to Shri Naushad Anwar, son of the deceased employee could not be acceded to because the same was not covered under the extant rules on compassionate appointment due to the re-marriage of the widow of the late employee. The decision was duly advised by the Railway Administration to Shri Anwar.

**Report on Khanna Rail Disaster**

607. SHRI YADLAPATI VENKAT RAO:
SHRI JANARDAN YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the outcome of the enquiry into Khanna Rail Disaster as per Report of the Commission of Railway Safety declared recently; and

(b) the remedial action taken/ proposed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) On 26.11.1998, 2903 Golden Temple Mail derailed followed by side collision with 3152 Dn. Jammu Tawi-Sealdah Express between Khanna and Chawpail Stations of Ambala Division on Northern

Railway. As per findings of Chief Commissioner of Railway Safety, the accident occurred due to multiple rail fracture on continuously welded rail.

Following has been held responsible for the accident:

| | |
|---|---|
| Primary: | Bhilai Steel Plant |
| Secondary: | Office of Chief Engineer (Ultra Sonic Flaw Detectors Unit/ Northern Railway/New Delhi |
| Blameworthy: | Office of the Track Directorate/Railway Board/New Delhi |

(b) Following steps have been taken to check recurrence of such type of accident:

(i) Intensive inspection of track at various levels is undertaken to ensure round the clock safety.

(ii) For better and improved track maintenance, mechanised track maintenance is being progressively introduced in place of conventional manual maintenance.

(iii) The rails are being tested regularly as per the predetermined frequency by the hand held USFD testers as well as by the SPURT (Self Propelled Ultra-sonic Rail Testing) car.

(iv) Regular patrolling of the railway track by gangmen is carried out during vulnerable seasons such as summer, monsoon and the winter months.

(v) Those found responsible for accidents are sternly taken up including senior officials. Stringent penalty to the extent of dismissal/removal from service is being imposed on staff causing serious accidents.

(vi) Railways are pursuing SAIL/ BSP vigorously for installation and commissioning the upgrading facilities for improving the quality of rails.

**Problems in Rail Tracks**

608. SHRI YADLAPATI VENKAT RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Steel Authority of India Limited and the Indian Railways are now blaming each other for problems in the rail tracks;

(b) if so, the details of these problems; and

(c) what action is proposed to be taken to rectify the tracks and ensure safety of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. However, Steel Authority of India Limited (Bhilai Steel Plant) is not able to manufacture and supply the rails as per the specifications.

(b) Presently, the main areas where Bhilai Steel Plant is not able to meet the requirement of Railways specifications are:

(1) On Line Ultrasonic testing of rails.

(2) End Straightness of rails.

(3) Hydrogen Contents in the liquid Steel.

(4) Surface inspection of rails by Eddy Current technique.

(c) Railway is pursuing Steel Authority of India Limited for setting up required facilities in the Bhilai Steel Plant.

Railways is also carrying out the intensified testing of rails by Ultrasonic flaw detection technique.